



**PROPOSED SMALL-SCALE
FUTURE LAND USE MAP (FLUM) AMENDMENT**

OVERVIEW

ORDINANCE: ORD # 2017-751

APPLICATION: 2017C-020-3-6

APPLICANT: JEREMY THOMAS HILL

PROPERTY LOCATION: Sunbeam Road in the southeast corner of Sunbeam Road and Craven Road

Acreage: 5.48

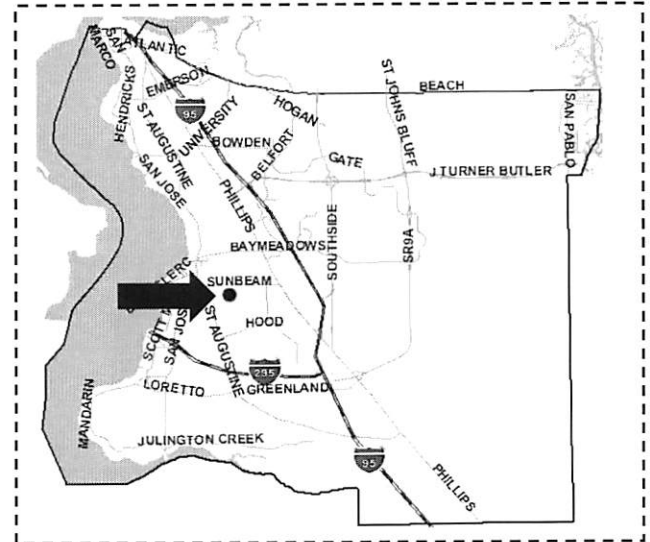
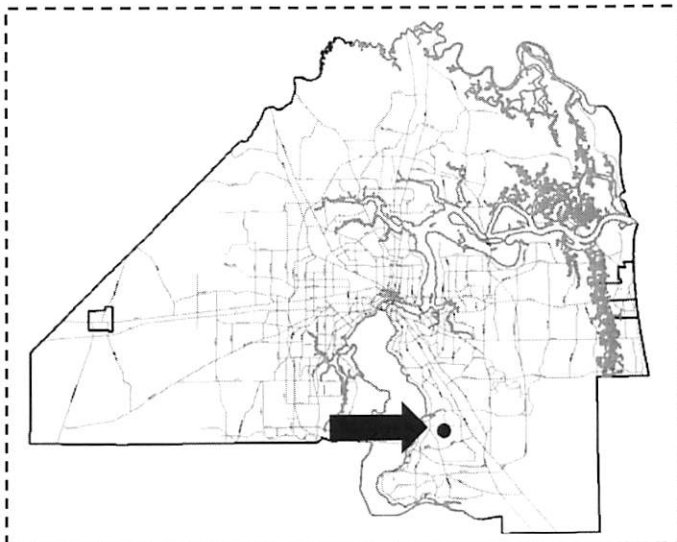
Requested Action:

	Current	Proposed
LAND USE	PBF	CGC
ZONING	PUD	PUD

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or Decrease in Maximum Density	Non-Residential Net Increase or Decrease in Potential Floor Area
PBF	CGC	N/A	N/A	71,613 sq. ft. (0.30 FAR)	83,548 sq. ft. (0.35 FAR)	N/A	Increase 11,935 sq. ft.

PLANNING AND DEVELOPMENT DEPARTMENT'S RECOMMENDATION: APPROVAL

LOCATION MAPS:



ANALYSIS

Background:

The 5.48 acre amendment site is located on the south side of Sunbeam Road and east of Craven Road. The property is located in Planning District 3 and Council District 6. The property was once part of a City landfill that operated between 1973 and 1987. The landfill has since been closed and transferred to private ownership for development. The site is now vacant and according to the applicant, the site will be utilized for commercial uses to support the recreational facility to be created in the abutting closed landfill. Access to the property will be from Sunbeam Road which is classified as a “Collector” roadway. According to the Development Areas Map in the Future Land Use Element, the site is located within the Suburban Development Area.

The applicant proposes a small-scale future land use map amendment from Public Buildings and Facilities (PBF) to Community/General Commercial (CGC) and a rezoning from Planned Unit Development (PUD) to PUD to allow the owner to provide commercial services. The companion rezoning is pending concurrently with this land use amendment application pursuant to Ordinance 2017-752 and includes an additional 193.22 acres.

The subject site along Sunbeam Road is surrounded by a variety of uses, land use categories, and zoning districts as noted in the table below. The Dual Map on page 2 and Attachment A – Land Utilization Map on page 12 provides a detailed picture of the existing development pattern for the immediate area.

The land use categories, zoning districts, and uses surrounding the application site are as follows:

Adjacent Property	Land Use	Zoning District	Current Use(s)
North, Northwest and Northeast and north of Sunbeam Road	LI, PBF, RPI, MDR, CSV, LDR, & CGC	IL, PBF-1, PUD, RLD-60, RMD-C, CRO, RMD-D	Office, Vacant land, Car wash, Retail store, Warehouse, Medical office, Service garage, Post office, Bank, Multi-family and Single-family dwelling units
South	PBF	PUD	Closed landfill to be used for a golf course
East and Southeast	RPI & LDR	PUD, RLD-60, CRO & RR-Acre	Single-family dwellings, Mobile homes, Vacant land, Light manufacturing and Offices
West, Southwest and West of Craven Road	RPI & PBF	RMD-D, PUD, PBF-1 & PBF-2	Office, Warehouse, Multi-family residential, Single-family home, and JEA facility

The proposed amendment does not include a residential component. Therefore, school capacity issues will not be impacted.

Impact Assessment:

Potential impacts of a proposed land use map amendment have been analyzed by comparing the Development Impact Standards for the subject site's existing vs. proposed land use categories unless maximum density/intensity is noted on the Annotated FLUM or is in a site specific policy. Development Impact Standards are detailed in FLUE Policy 1.2.16, *Development Standards for Impact Assessment*. These standards produce development potentials as shown in this Section.

Utility Capacity

The calculations to determine the water and sewer flows contained in this report and/or this spreadsheet have been established by the City of Jacksonville Planning and Development Department and have been adopted by JEA solely for the purpose of preparing this report and/or this spreadsheet. The method of calculating water and sewer flows in order to properly size infrastructure shall continue to be based on JEA's Water, Sewer and Reuse for New Development Projects document (latest edition).

Infrastructure Element; Sanitary Sewer Sub-Element

Policy 1.2.6 Within the Suburban Boundary Map as defined in the Future Land Use and Capital Improvements Elements, new septic tanks will be forbidden pursuant to the Septic Environmental Protection Board – Rule 3; however, they may be permitted as interim facilities, provided the following requirements are satisfied:

1. Single family/commercial (estimated flows of 600 gpd or less):
 - a. Requirements of Chapter 64E-6, Florida Administrative Code (F.A.C.) are accommodated.
 - b. The collection system of a regional utility company is not available through gravity service via a facility within a right-of-way or easement which abuts the property.
2. Commercial (above 600 gpd)
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is not within 50 feet of the property.
3. Subdivision (commercial or single family):
 - a. Requirements of Chapter 64E-6, F.A.C. are accommodated.
 - b. The collection system of a regional utility company is greater than 1/4 mile from the proposed subdivision.
 - c. Each lot is a minimum of 1 acre unsubmerged property.
 - d. Alternative (mounded) systems are not required.

Transportation

The Planning and Development Department completed a transportation analysis (see Attachment B) and determined that the proposed amendment has the potential to result in an increase of 377 new net daily external trips. This analysis is based upon the comparison of what potentially could be built on that site (as detailed in FLUE Policy 1.2.16 Development Standards for Impact Assessment) versus the maximum development potential. Potential

traffic impacts will be addressed through the Concurrency and Mobility Management System Office.

Transportation Element

Policy 1.2.1 The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Capital Improvements Element

Policy 1.6.1 Upon adoption of the Mobility Plan implementing ordinance, the City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner's mobility fee for transportation impacts generated from a proposed development, where the landowner's mobility fee shall equal the cost per vehicle miles traveled (A); multiplied by the average vehicle miles traveled per Development Area (B); multiplied by the daily trips (C); subtracted by any trip reduction adjustments assessed to the development.

Supplemental Transportation Information

The 2030 Mobility Plan replaced the transportation concurrency management system to address the multi-modal mobility needs of the city. Mobility needs vary throughout the city and in order to quantify these needs the city was divided into 10 Mobility Zones. The Mobility Plan identifies specific transportation strategies and improvements to address traffic congestion and mobility needs for each mode of transportation. The project site is located in Mobility Zone 1 on Sunbeam Road between San Jose Boulevard and Philips Highway.

Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the Maximum Service Volumes (MSV) from the current FDOT Quality/Level of Service Handbook (2012) for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.

The result of the V/C ratio analysis for the overall Mobility Zone 1 is 0.67.

Sunbeam Road between San Jose Boulevard and Philips Highway is a collector roadway that would be impacted by the proposed development. This segment of Sunbeam Road is a 4-lane divided facility and has a maximum daily capacity of 35,820 vpd. The proposed 83,548 SF commercial development could generate approximately 1,995 net new daily trips unto the network. This segment is expected to operate at a V/C ratio of 0.86 with the inclusion of the additional traffic from this land use amendment.

Airport Environment Zone

The site is located within the 300-foot Airport Height and Hazard Restriction Zones for Naval Air Station Jacksonville. Zoning will limit development to a maximum height of less than 300', unless approved by the Jacksonville Aviation Authority or the Federal Aviation Administration.

Uses located within the Height and Hazard Zone must not create or increase the potential for such hazards as electronic interference, light glare, bird strike hazards or other potential hazards to safe navigation of aircraft as required by Section 656.10051(d).

Future Land Use Element

Objective 2.5 Support and strengthen the role of Jacksonville Aviation Authority (JAA) and the United States Military in the local community, and recognize the unique requirements of the City's other airports (civilian and military) by requiring that all adjacent development be compatible with aviation-related activities.

Brownfields

The subject site was a former City sanitary landfill operated by Waste Management Company from 1973 to 1987. Since then the landfill was closed, capped and then designated as a brownfields area. City Resolutions 2002-1116-A and 2002-1149-A designated this site for rehabilitation for development for mixed use. The original site consisting of 224.97 acres was transferred to private ownership for a proposed mixed-use development of multi-family residential and recreation (golf course). Approximately 26.27 acres of the non-landfill site has been developed for multi-family residential housing for the elderly (Ordinance 2002-452-E/Edgewater at Sunbeam). The proposed 5.48 acre commercial land use amendment is proposed to support the recreational facility being created on the closed landfill site. The commercial area is 200 feet deep from Sunbeam Road and just north of the closed landfill. However, one of the closed landfill monitoring wells site (#MW-01R) is located within the proposed land use amendment site. Well monitoring ended in 2015. Although the proposed site is located in that zone, it does not mean the area of the site is contaminated with hazardous substances. However, if sources of hazardous materials are found, the Brownfields Redevelopment Act of 1997 empowers the City to work with property owners and developers on a volunteer basis to clean up contaminated sites for development thereby providing tax incentives.

Policy 2.2.13 Prioritize brownfield sites for redevelopment based on the extent of contamination and ease of remediation, potential for available funding, and potential for mixed use redevelopment. The City's Brownfield Coordinator should identify these sites and rank them according to the following criteria:

1. Ease of remediation and suitability of the site for residential or recreational uses
2. Location on major road corridors and accessibility to transit
3. Large sites with the greatest potential to be redeveloped as a compact and walkable project which adds needed density, parks and open space to the community.

IMPACT ASSESSMENT**2017C-020****5.48 Acres****DEVELOPMENT ANALYSIS**

	<u>CURRENT</u>	<u>PROPOSED</u>
Site Utilization	Vacant	Commercial retail
Land Use/Zoning	PBF/PUD	CGC/PUD
Development Standards For Impact Assessment	0.30 FAR	0.35 FAR
Development Potential	71,613 Sq. Ft.	83,548 Sq. Ft.
Population Potential	0 People	0 People

SPECIAL DESIGNATIONS AREAS

	<u>YES</u>	<u>NO</u>
Plans and Studies		X
Aquatic Preserve		X
Airport Environ Zone	300' Height Restriction Zone for Jacksonville Naval Air Station	
Industrial Preservation Area		X
Cultural Resources		X
Archaeological Sensitivity		X-Low Probability
Historic District		X
Coastal High Hazard Area		X
Ground Water Aquifer Recharge Area		X-Discharge Area
Well Head Protection Zone		X
Boat Facility Siting Zone		X
Brownfield	X	

PUBLIC FACILITIES

Potential Roadway Impact	Increase of 377 new net daily trips
Potential School Impact	N/A
Water Provider	JEA
Potential Water Impact	Increase 596.8 gallons/day
Sewer Provider	JEA
Potential Sewer Impact	Increase 447.6 gallons/day
Potential Solid Waste Impact	Increase 19.09 tons/year
Drainage Basin / Sub-Basin	Julington Creek Basin and Sub-basin
Recreation and Parks	Goodby's Creek Preserve
Mass Transit	Served by Bus Route 35 on Sunbeam Road

NATURAL FEATURES

Elevations	25 feet above mean sea level
Soils	32 – Leon fine sand
Land Cover	4110 Pine Flatwoods
Flood Zone	N/A
Wet Lands	N/A
Wild Life	N/A

PROCEDURAL COMPLIANCE

Upon site inspection by the Planning and Development Department on November 17, 2017, the required notices of public hearing signs were posted. Sixty-seven (67) notices were mailed out to adjoining property owners and other interested parties informing them of the proposed land use change and pertinent public hearing and meeting dates.

A Citizen Information Meeting was held on November 15, 2017. There were three (3) speakers in support of the application. The applicant has been working with the nearby community to resolve any issues they may have regarding the proposed land use amendment and its companion rezoning.

CONSISTENCY EVALUATION

2030 Comprehensive Plan

Future Land Use Element

According to the category description of the Future Land Use Element (FLUE), Public Buildings and Facilities (PBF) is a broad land use category that is intended to accommodate major public use or community service activities. Permitted uses include nursing homes, group care homes, and homes for the aged and/or orphans. Activities that provide community service functions vary in character and locational need. A primary consideration in locating these uses is to ensure that each use will function as it is intended, as an important part of the urban service delivery system.

The property owner is proposing to change the site's land use category to Community/General Commercial (CGC). The category is intended to provide for a wide variety of retail goods and services which serve large areas of the City and a diverse set of neighborhoods. Uses should generally be developed in nodal and corridor development patterns. Future land use amendment requests for new CGC designations are preferred in locations which are supplied with full urban services; abut a roadway classified as an arterial or higher on the Functional Highway Classification Map; and which are located in areas with an existing mix of non-residential uses. Commercial retail sales and service establishments and business and professional offices are primary uses within CGC in the Suburban Area.

Proposed amendment analysis in relation to the Goals, Objectives, and Policies of the 2030 Comprehensive Plan, Future Land Use Element:

Objective 1.1 Ensure that the type, rate and distribution of growth in the City results in compact and compatible land use patterns, an increasingly efficient urban service delivery system and discourages the proliferation of urban sprawl through implementation of regulatory programs, intergovernmental coordination mechanisms, and public/private coordination.

- Policy 1.1.10 Gradual transition of densities and intensities between land uses in conformance with the provisions of this element shall be achieved through zoning and development review process.

- Policy 1.1.22 Future development orders, development permits and plan amendments shall maintain compact and compatible land use patterns, maintain an increasingly efficient urban service delivery system and discourage urban sprawl as described in the Development Areas and the Plan Category Descriptions of the Operative Provisions.

- Policy 1.2.9 Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

- Goal 3 To achieve a well-balanced and organized combination of residential, non-residential, recreational and public uses served by a convenient and efficient transportation network, while protecting and preserving the fabric and character of the City's neighborhoods and enhancing the viability of non-residential areas.

- Policy 3.1.3 Protect neighborhoods from potential negative impacts by providing a gradation of uses and scale transition. The Development Regulations shall be amended to provide for an administrative process to review and grant, when appropriate, relief from the scale transition requirements

- Objective 3.2 Continue to promote and sustain the viability of existing and emerging commercial and industrial areas in order to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

- Policy 3.2.1 The City shall promote development of commercial and light/service industrial uses in the form of nodes, corridor development, centers or parks.

- Policy 3.2.4 The City shall permit expansion of commercial uses adjacent to residential areas only if such expansion maintains the existing residential character, does not encourage through traffic into adjacent residential neighborhoods, and meets design criteria set forth in the Land Development Regulations.

- Policy 3.2.7 The City shall implement the locational criteria of this element for commercial and industrial uses consistent with the character of the areas served, availability of public facilities, and market demands.

Objective 6.3 The City shall accommodate growth in Jacksonville by encouraging and facilitating new infill development and redevelopment on vacant, bypassed and underutilized land within areas that already have infrastructure, utilities, and public facilities, while addressing the needs of City residents.

Recreation and Open Space Element

Policy 2.2.1 The City shall require that all new non-residential land uses, except in the Central Business District, provide a minimum of 10% of the property in open space.

Plan amendment requests for new CGC designations are preferred in locations which are supplied with full urban services and which abut a roadway classified as an arterial or higher on the Functional Highway Classification Map. The project site adds a CGC land use designation where there are other CGC properties nearby as well as other more intensive land use categories found along Sunbeam Road, a collector roadway. The subject site is located in an area with access to full urban services and according to the applicant the proposed commercial uses will support the proposed adjacent golf course. In addition, the site will also serve nearby residential, commercial, and industrial areas which are consistent with Objective 1.1 and Policy 3.2.7.

The proposed companion PUD rezoning and provides open space (golf course) transition between the proposed CGC subject site and the residential areas proposed in the PUD rezoning thereby satisfying Policy 1.1.10.

Sunbeam Road has sidewalks on both sides of the street and the subject property is within walking distance of bus stops and bus routes serving Sunbeam Road. The proposed use of the property will add additional commercial services for nearby residential areas and businesses. The adjacent proposed golf course or open space also adds a buffer between the residential areas as well with other businesses while providing for a compact and compatible mix of uses while maintaining the existing mixed-use neighborhood. The proposed amendment is consistent with Goal 3 and Policies 1.1.22, 3.1.3 and 3.2.4 with the companion rezoning to PUD.

A CGC use on vacant property along a "Collector" roadway that serve other businesses and nearby residential areas is considered infill and thereby reduces urban sprawl. Centralized water and sewer services are also available for the site. This achieves FLUE Objectives 3.2 and 6.3 and Policies 1.2.9, 3.2.1 and 3.2.7.

Southeast Jacksonville Vision Plan

The subject property is located within the boundaries of the Southeast Jacksonville Vision Plan. The vision plan illustrates several guiding principles for planning and redevelopment for the planning district area. Although the subject site was not specifically identified in the plan, the proposed land use amendment does meet specific guiding principle criteria in providing mixed-use development and open space. They are as follows:

Guiding Principle 2: Promote mixed-use/mixed income redevelopment and infill.

Sub-principle 2.2: Provide land use regulations that promote compatible mixed-use development, infill and redevelopment in stable and declining areas and create a range of housing opportunities and choices when appropriate.

Guiding Principle 5: Provide for conservation, parks and open space.

The proposed land use amendment site was once part of a larger project. The ownership of the original landfill property was turned over to a private developer to provide a mixed-use development consisting of multi-family development and a golf course. One multi-family component of the project is finished (Edgewater at Sunbeam Condominiums). However, the amendment will now add a commercial component for consideration to the mixed-use development thereby being consistent with Guiding Principle 2 and Sub-principle 2.1. The golf course will provide the open space thereby meeting Guiding Principle 5.

Strategic Regional Policy Plan

The proposed amendment is consistent with the following Goal of the Strategic Regional Policy Plan:

Goal 2.3 An environment that is conducive to the creation and relocation of new businesses as well as the expansion of existing businesses in the northeast Florida region.

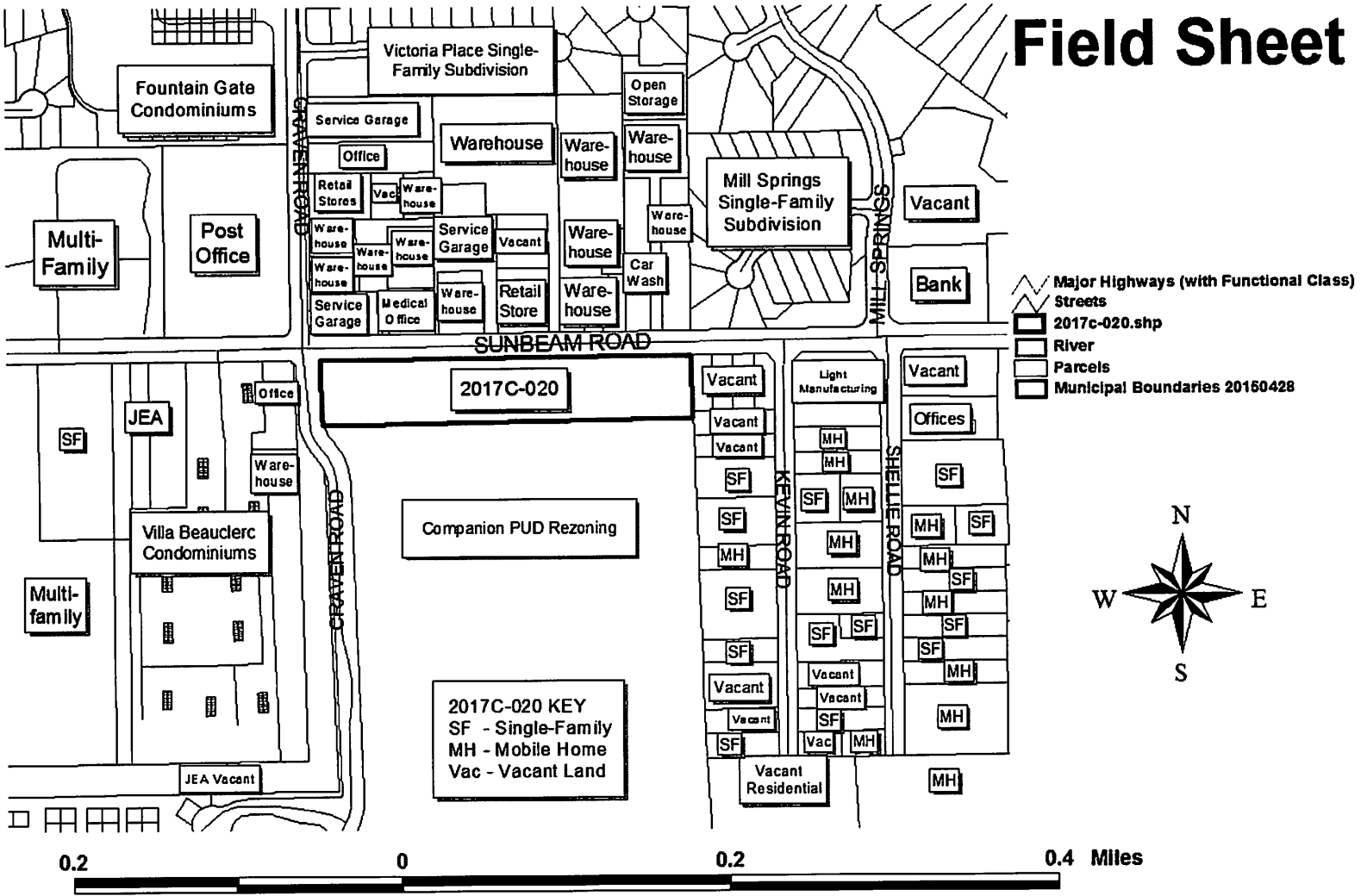
The proposed land use amendment is consistent with Policy 2.3 of the Northeast Florida Regional Council's Strategic Regional Policy Plan as it would provide an additional location for the creation of new business opportunities in the northeast Florida region.

RECOMMENDATION

The Planning and Development Department recommends **APPROVAL** of this application based on its consistency with the overall intent of the 2030 Comprehensive Plan and the Strategic Regional Plan.

ATTACHMENT A

2017C-020 Field Sheet



ATTACHMENT B



ONE CITY. ONE
JACKSONVILLE.

City of Jacksonville, Florida

Lenny Curry, Mayor

City Hall at St. James
117 W. Duval St.
Jacksonville, FL 32202
(904) 630-CITY
www.coj.net

MEMORANDUM

DATE: November 28, 2017

TO: Edward Lukacovic
Community Planning Division

FROM: Lurise Bannister
Transportation Division

SUBJECT: Transportation Review: Land Use Amendment 2017C-020

A trip generation analysis was conducted for Land Use Amendment 2017C-020, located at the southwest corner of Sunbeam Road and Craven road in the Suburban Development Area of Jacksonville, Florida. The subject site is currently vacant and has an existing Public Building Facility (PBF) land use category. The proposed land use amendment is to allow for Community General Commercial (CGC) land use on approximately 5.48 +/- acre.

Transportation Element Policy 1.2.1 of the 2030 Comprehensive Plan requires the use of the most current ITE Trip Generation Manual (10th Edition) to calculate the vehicular trips based on the maximum development potential for existing and proposed land uses. In accordance with development standards for impact assessments established in the Future Land Use Element Policy 1.2.16, PBF land use category development impact assessment standards allows for 0.3 FAR per acre, resulting in a development potential of 71,613 SF of office/institutional space (ITE Land Use Code 730) which could generate 1,618 net daily trips. The proposed the CGC land use category allows for 0.35 FAR per acre resulting in a development potential 83,548 SF commercial space (ITE Land Use Code 820), generating 1,995 new daily vehicular trips, which includes a pass-by trip reduction rate of 37.65%. This will result in 377 net new daily vehicular trips if the land use is amended from PBF to CGC, as shown in Table A.

ATTACHMENT B (cont.)

Table A
Trip Generation Estimation

Current Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips	Less Pass-By Trips	Net New Daily Trip Ends
PBF	730	71,613 SF	T = 22.59 (X) / 1000	1,618	0.00%	1,618
Total Section 1						1,618
Proposed Land Use	ITE Land Use Code	Potential Number of Units (X)	Estimation Method (Rate or Equation)	Gross Trips PM/Daily	Less Pass-By Trips	Net New Daily Trip Ends
CGC	820	83,548 SF	T = 37.75 (X) / 1000	3,154	36.75%	1,995
Total Section 2						1,995
Net New Daily Trips						377

Source: Trip Generation Manual, 10th Edition, Institute of Engineers

Additional Information:

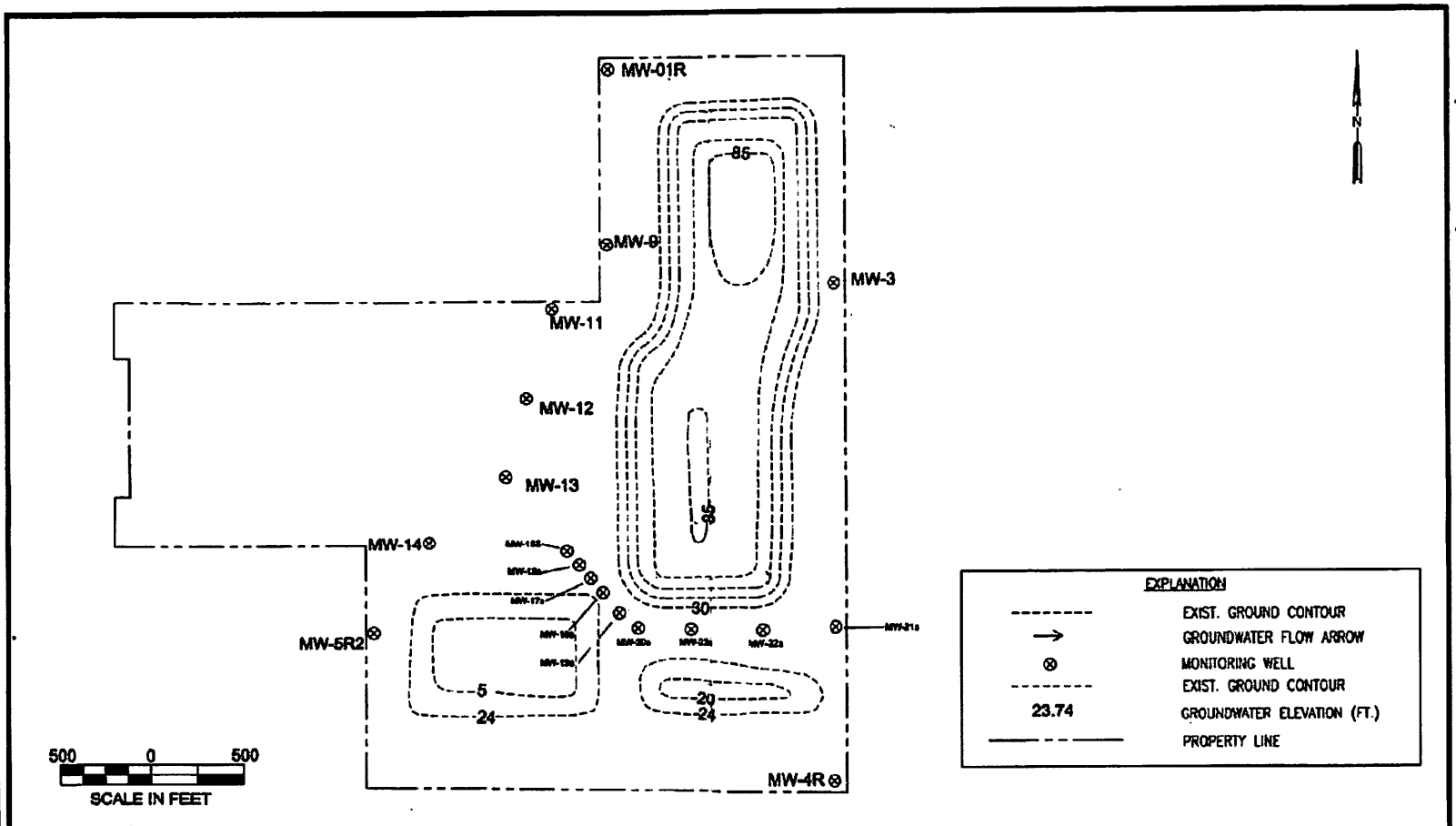
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Existing available roadway capacity for the vehicle/truck mode for the entire zone was tested based on volume demand to capacity ratio (V/C), where the average daily traffic volumes determined from the most recent City of Jacksonville traffic count data were compared to the *Maximum Service Volumes (MSV)* from the current *FDOT Quality/Level of Service Handbook (2012)* for each functionally classified roadway within the zone. A V/C ratio of 1.0 indicates the roadway network is operating at its capacity.


The result of the V/C ratio analysis for the overall Mobility Zone 1 is **0.67**.

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ATTACHMENT C



EXPLANATION	
---	EXIST. GROUND CONTOUR
→	GROUNDWATER FLOW ARROW
⊗	MONITORING WELL
- - - -	EXIST. GROUND CONTOUR
23.74	GROUNDWATER ELEVATION (FT.)
---	PROPERTY LINE

 Spectrum Data Solutions, Inc.	Site Map SUNBEAM ROAD SANITARY LANDFILL SUNBEAM ROAD JACKSONVILLE, FLORIDA	Figure 1
	File Name: SDS-11X17.dwg Project No. 2002-	

ATTACHMENT D

Ariel Photo:



ATTACHMENT E

Land Use Amendment Application:



APPLICATION FOR SMALL-SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP SERIES - 2030 COMPREHENSIVE PLAN

Date Submitted:	8/4/2017	Date Staff Report is Available to Public:	12-01-2017
Land Use Adoption Ordinance #:	2017-751	Planning Commission's LPA Public Hearing:	12-07-2017
Rezoning Ordinance #:	2017-752	1st City Council Public Hearing:	12-12-2017
JPDD Application #:	2017C-020	LUZ Committee's Public Hearing:	01-03-2018
Assigned Planner:	Ed Lukacovic	2nd City Council Public Hearing:	01-09-2018

GENERAL INFORMATION ON APPLICANT & OWNER

Applicant Information:

JEREMY HILL
STRATAGEM PARTNERS
751 OAK ST. #620
JACKSONVILLE, FL 32204
Ph: (904) 962-0992
Fax: (904) 296-7421
Email: JHILL@STRATAGEMRE.COM

Owner Information:

BOBBY BARNETT
EDGEWATER 1, LLC
2250 NW FLANDERS ST
PORTLAND, OR 97210
Ph: (503) 719-4931

DESCRIPTION OF PROPERTY

Acreage: 5.48
Real Estate #(s): 149039 0200; a portion of

General Location:
SOUTHEAST CORNER OF SUNBEAM ROAD AND CRAVEN
ROAD

Planning District: 3
Council District: 6
Development Area: SUBURBAN AREA
Between Streets/Major Features:
CRAVEN and KEVIN

Address:
0 SUNBEAM RD

LAND USE AMENDMENT REQUEST INFORMATION

Current Utilization of Property: CLOSED LANDFILL
Current Land Use Category/Categories and Acreage:
PBF 5.48

Requested Land Use Category: CGC
Justification for Land Use Amendment:

Surrounding Land Use Categories: CGC, LI, RPI

COMMERCIAL USES TO SUPPORT RECREATIONAL FACILITY BEING CREATED ON THE LANDFILL.

UTILITIES

Potable Water: JEA

Sanitary Sewer JEA

COMPANION REZONING REQUEST INFORMATION

Current Zoning District(s) and Acreage:
PUD 198.70

Requested Zoning District: PUD

Additional information is available at 904-255-7888 or on the web at <http://maps.coj.net/luzap/>
